

**In the Specification**

Applicant presents replacement paragraphs below indicating the changes with insertions indicated by underlining and deletions indicated by strikeouts and/or double bracketing.

Please replace paragraph 1 beginning on page 10, line 3 with the amended paragraph as follows:

Referring now to FIG. 2, a perspective top view of the separator chamber 12 of FIG. 1 is shown. The wall 24 is shown dividing the first and second parts 20 and 22 of the separator chamber 12. The buoyant components 18 are floating on the surface of the fluid mixture 14 in the first part 20 of the separator chamber 12. The liquid 16 in the second part 22 is substantially free of buoyant components 18. The height of the liquid shown in FIG. 2 is lower than it may be during normal operation of the component separator 10. For example, the liquid 16 may rise to the level of the buoyant components 18 on the walls of the first part 20 of the separator chamber 12.

Please replace paragraph 1 beginning on page 14, line 1 with the amended paragraph as follows:

employed. The power generator 72 may be any kind of device that generates power, for example an internal combustion engine that uses diesel or gasoline fuel. The generator 72 produces an exhaust gas and a liquid coolant is used to cool the exhaust gas. Any suitable liquid may be used as the coolant. However, it is to be appreciated that if the power generator 72 is a marine engine for powering a marine vessel, then water is in abundant supply outside the marine vessel and may be used as the liquid coolant. The liquid coolant is injected into the exhaust gas forming a fluid mixture 76. The fluid mixture 76 exits the power generator 72 and is directed to the water separating silencer 78. The silencer 78 may be any kind of device or combination of devices that separates the fluid mixture 76 substantially into its exhaust gas and liquid coolant components. As the exhaust gas is separated from the fluid mixture, it may be substantially free of non-gaseous components, such as soot and unburned fuel, that were contained in the gas before exiting the engine. As is known in the art, the "dried" exhaust gas may exit from the hull of the marine vessel through a dry gas discharge conduit 80. The liquid mixture 14 from the silencer,

including at least liquid 16 and buoyant components 18 and some entrapped gas 42, is then directed to the component separator 10 of the present invention via conduit 82. The component separator 10 substantially separates the buoyant components 18 and non-buoyant components from the liquid 16 as described in any of the embodiments. The liquid 16 is then released from the hull of the marine vessel and back into the surrounding water through the liquid discharge conduit. The trapped buoyant components 18 may be cleaned from the component separator as desired.

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**In the Drawings**

A Request for Approval and Entry of Drawings with replacement sheets for Figures 2 and 5 is enclosed.

Applicant presents two (2) replacement sheets for Figures 2 and 5 to comply with the request for replacement drawings in the Notice to File Corrected Application Papers mailed on October 23, 2003. It is believed Figures 2 and 5 now comply with 37 C.F.R. § 1.84(e) as they are electronically reproducible.